

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
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1. The Tank Car Control Center (Kesselwagenleitstelle) (KWL) was established in accordance with Statutory Order No. 92 of 14 August 1950 when the tank car situation in East Germany had virtually reached the point of breaking down, and central control was advocated by the Cabinet as the only means of avoiding a catastrophe. The Statutory Order defines the responsibilities of the KWL as follows:

- a. Transport planning and operation of tank cars.
- b. Maintenance of the car park and repair of rolling stock.
- c. Construction and technical improvement of tank car traffic.

2. The organization of the KWL is as follows:

Management  
Staff Management

Operations Department

Transport Planning Section  
Liquid Fuel Traffic Section  
Chemical Traffic Section  
International Freight Car Service  
Control Section  
Bookkeeping  
Bookkeeping, Foreign-Owned Property

Economic or Administration Department

Contracts and Hiring Section  
Accounts  
Administration and Legal Section  
Administration of Foreign-Owned Property  
Technical Section  
Production Control Section  
Repairs Control Section

The KWL is an independent economic unit directly subordinate to the Ministry of Railroads. It employs a staff of 65 including technical assistants.

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3. The duties of the various sections, insofar as these are not evident from their designation, may be summarized as follows:
- a. The Transport Planning Section deals with all applications for transport space. Customers' requirements are graded into the following three priorities: SAG's, VEB's, private concerns. The other sections of the Operations Department are responsible for the allocation of car space in accordance with the decisions made by the Transport Planning Section.
  - b. Tank cars for the transport of liquid fuel are leased in accordance with the usual conditions for freight car traffic, i.e., the car remains the liability of the Reichsbahn, and the customer's obligation is limited to loading and unloading within the time limit specified in the contract. In the case of chemical liquids, however, the customer must assume full liability for the car throughout the period for which it is leased.
  - c. Of the total number of tank cars available (see paragraph 4b), 3,200 of the various types are either foreign-owned or the property of companies in which foreign capital is invested. The companies concerned are:
    - (1) Waggonfabrik Quedlinburg (formerly Eisenbahnverkehrsmittel A.G.),
    - (2) Kfhltransport-Verkehr A.G. Leipzig, financially associated with the former Eisenbahnverkehrsmittel A.G.
    - (3) Deutsch-Amerikanische Petroleumgesellschaft Magdeburg
    - (4) Shell.
    - (5) Olex.
    - (6) Rhenania-Ossag.

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The retention and use of this rolling stock by East Germany was legalized in 1951 by a statutory order which also deferred the settlement of ownership until after the Peace Treaty is signed.

#### 4. Car Park

- a. At the end of August 1953, the total number of tank cars at the disposal of the KWL was 11, 838. Of these, 3,200 were foreign-owned and the rest were in the ownership of the Reichsbahn or VEB's. In addition, approximately 1,500 tank cars are owned and operated exclusively by the SAG's independently of the KWL. The breakdown according to type is as follows:

Type 0	2,519	Liquid fuel cars of standard design, gravity discharge, without heating device, capacity 180 - 300 hl.
Type I	3,831	Same design and size as type 0 but used for transporting oils and chemical products.
Type IIa	2,145	Cars with gravity discharge and single heating coil (hairpin).
Type IIb	750	Same as type IIa with heating apparatus up to 5 coils.
Type IIc	28	Same as type IIa with heating apparatus up to 16 coils for viscous liquids.
Type IId	30	Cars with heating coils and external insulation.
Type IIIa	930	Acid cars with standard pressure discharge.

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Type IIIb	344	Same as type IIIa with heating device and casing.
Type IIIc	14	Same as type IIIa without heating device, refined steel tanks (V.2 A and chromium nickel) for nitric acid.
Type IIId	87	Cars for corrosive acids, steel tanks lined with rubber, chamotte, etc.
Type IIIe	323	Cars, each carrying 10-12 stoneware containers.
Type IIIf	223	Cars with aluminium tanks for acetic acid, methanol, etc.
Type IVa	310	Coal dust container cars.
Type IVb	149	Pressure gas cars (propane and butane).
Type IVc	141	Same as type IVb for liquid chlorine
Type IVd	14	Same as type IVc for liquid oxygen.

11,838

b. The average loading figure for tank cars is about 30,000 per month, although the peak figure of 36,000 has been achieved. The average load per car is 16.5 tons. The turn-round from loading to loading is, therefore, about 10 days, the average monthly loading is three per car.

c. The most important products transported are:

Tar and tar oils	32%
Gasoline, diesel oil, and paraffin oil	26%
Chemicals, acids, lyes	24%
Edible oils, alcohol	8%

## 5. Repairs and Maintenance

a. At the end of August 1953, between 1,100 and 1,200 damaged tank cars, i.e., approximately 10% of the car park, were due for examination and/or repair. In addition, some 250 to 300 were scheduled to be scrapped. Repairs are made at the tank car repair shops, RAW Jena, RAW Niedersachswerfen, and at the workshops of the other companies mentioned in paragraph 3c.

b. Approximately 1,000 cars are always held in reserve by the KWL<sup>1</sup>.

c. The general condition of the cars is bad, and the transport situation, particularly in regard to liquid fuels, is severely strained. The main reason for this is the lack of spare parts in general and of gravity valves, draining appliances, and safety devices such as high pressure valves (Gaspendelstutzen and Flammendurchschlagsiebe) in particular.

6. The lease charge for a 2-axle car is 2.25 eastmarks and for a 4-axle car, 4.50 eastmarks per day (sic). On the basis of these charges, the KWL covers its expenses and even shows a small profit, but no financial provision is made for wear and tear or replacement of rolling stock. It is, therefore, economically unsound. The bulk of the income is used to buy spare parts and other materials which are needed for repair at ridiculously high prices.

## 7. Personnel

a. Management: Post vacant.

b. Operations Department:

(1) Neuhaus, Richard; address: Berlin-Karlshorst, Gundelfingerstr; SED;

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- (2) Schuenemann (fnu), (Transport Planning Section); address: Berlin-Koepenick; [REDACTED]

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- (3) Lehmann, Guenter, (Liquid Fuel Traffic); address: Berlin-Adlershof; [REDACTED]

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- (4) Thiele, Johannes, (Chemical Traffic); address: Berlin-Blankenburg; nonparty; [REDACTED]

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- (5) Gaidis, Herbert, (Control Section); address: Berlin-Wilhelmschagen; [REDACTED]

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c. Economic Department

- (1) Engelmann, Ernst, (chief of department); address: Berlin-NO Greifswalderstr; [REDACTED]

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- (2) Braun, Erwin, (Legal Section); address: Berlin-Mitte; nonparty; [REDACTED]

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d. Technical Department. Post vacant.

- (1) Zahn, Holde, (Repairs Control Section); [REDACTED]

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e. Bookkeeping

- (1) Danneberg, Horst; [REDACTED]

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- (2) Polkehn, Gertrud, (Bookkeeping, Foreign-Owned Property); [REDACTED]

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1. [REDACTED] Comment: These reserve cars are under the direct control of the KWL and are not part of the rolling stock held at the disposal of the Russian Occupation Forces.

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